



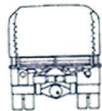
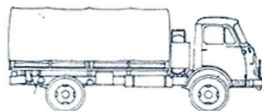
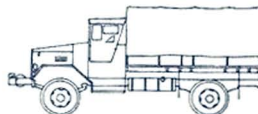
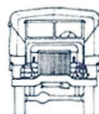
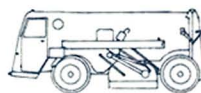
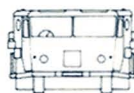
MILITARY VEHICLE DATA

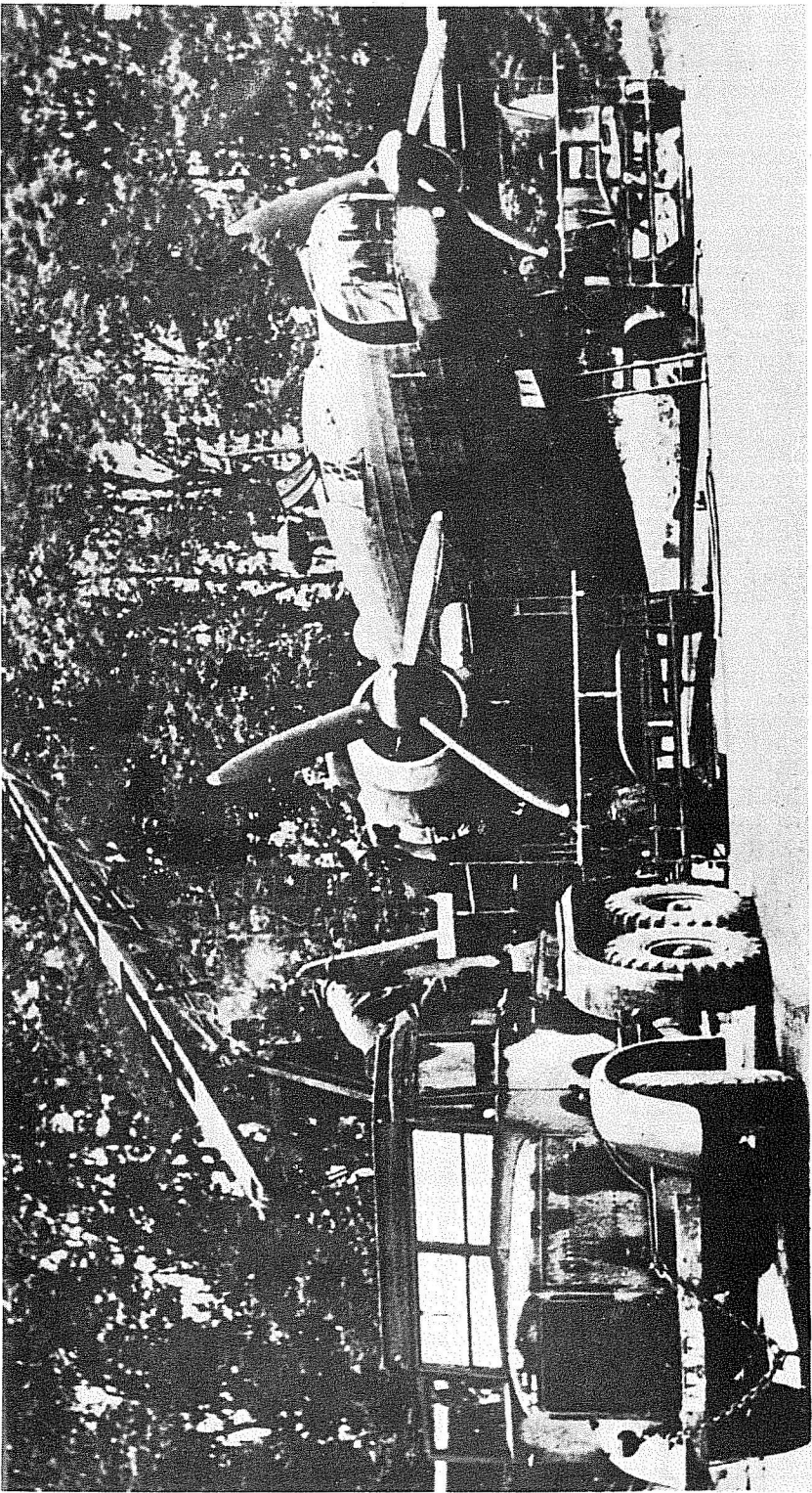
NUMBER TWENTY TWO

Thornycroft Amazon 6-ton 6 x 4 Crane	UK
Saviem TP3 1½-ton 4 x 4 Cargo	FRANCE
Zwicky 4 x 2 Runway Sweeper	UK
F.W.D. HAR-1 4-ton 4 x 4 Cargo	US
Alfa-Romeo CM450 3½-ton 4 x 4 Cargo	ITALY
AEC Mammoth-Major MK.3 6 x 4 3,000-gallon Refueller	UK
Steyr 680M 2½-ton 4 x 4 Cargo	AUSTRIA
Commer Q2 2-ton 4 x 2 Explosives Van	UK
Volvo L2204 1½-ton 6 x 6 Cargo & Personnel	SWEDEN

DRAWINGS AND RESEARCH BY M.P. CONNIFORD

25p.





THORNYCROFT AMAZON 6-TON 6 x 4 CRANE

There can have been few wartime aerodromes which did not have at one time or another the services of a Thornycroft Amazon. Built in two main versions, the shorter wheelbase type is dealt with here.

Coles cranes were widely used by all the armed services and this particular vehicle designed to lift aircraft components and to recover crashed machines used the Mark VII Series 7 type. The hoist, slewing and derrick motors obtained their current from a variable voltage generator driven from the power take-off on the vehicle's gearbox. Automatic electro-magnetic brakes were incorporated. Hoist and derrick motors were of 6-horsepower, 900 r.p.m. The slewing motor 1-horsepower, 500 r.p.m.

Suspension

Front semi-elliptic; rear, Thornycroft patent rigid beam.

Brakes:

Foot, mechanical servo-assisted on all wheels; hand, mechanical on rear wheels only.

Tyres:

Front, 12.75 – 20
Rear, 13.50 – 20

Overall Dimensions:

Length: 30' 0" Jib horizontal
Width: 7' 6"
Height: 14' 0" Jib horizontal
Maximum height of lift: 28' 0"

Engine:

Thornycroft AC.6/2 6-cylinder petrol.
Bore 111 mm; stroke 133.4 mm of
7.759 litres capacity. RAC rating 45.9
h.p. Maximum BHP 100, maximum
torque 3,660 lb at 1,000 r.p.m.

Clutch:

Single dry plate.

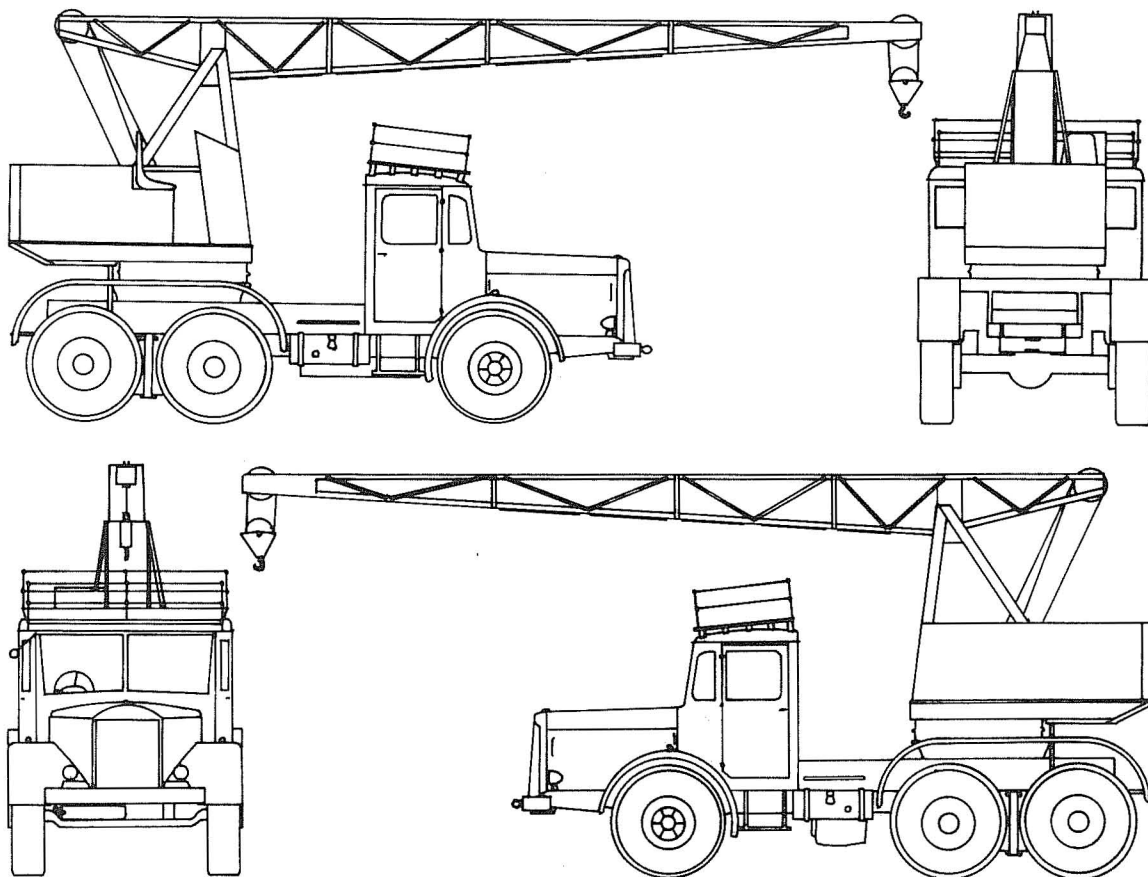
Gearbox:

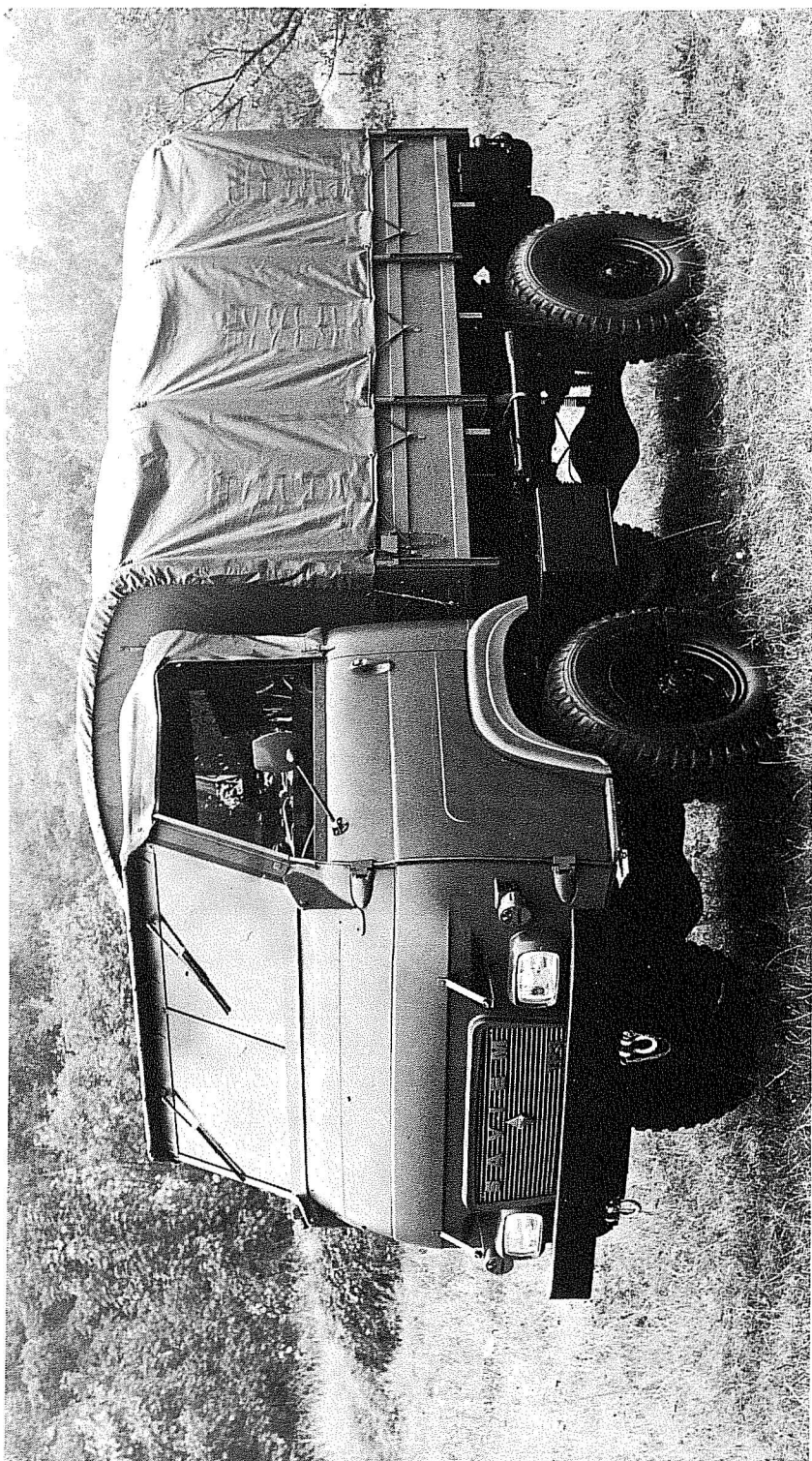
4 forward and 1 reverse.
2-speed auxiliary; overall gear ratios:
High 39.29 to 1, 21.06 to 1, 11.95 to 1,
7.66 to 1 and 58.89 to 1 in reverse.
Low 98.22 to 1, 52.64 to 1, 29.86 to 1,
19.14 to 1 and 147.20 to 1 in rev.

Other Dimensions:

Wheelbase: 11' 9"
Bogie centres: 4' 6"
Track, front: 6' 6"
rear: 6' 4¼"

Photograph opposite courtesy of Transport Equipment (Thornycroft) Ltd.





SAVIEM TP3 1½-TON 4x4 CARGO

By the end of 1971 over one thousand Saviem TP3's had been delivered to the French Army and the Gendarmerie Nationale. These vehicles were based on the standard 4 x 2 SG2 and SG4 commercial truck design and utilise many of the major components such as the engine, chassis and gearbox.

The version shown here is the only one with a drophead cab and folding windscreen, it can accommodate 12 men in the rear when two 3-metre seats are fitted. Other versions, with an integral metal cab, include an ambulance body capable of transporting six stretcher cases or twelve sitting wounded; a panel van for cross-country transportation of delicate material requiring special protection; and a radio-equipped Command Post Vehicle intended for police use.

The soft top cab can be tipped forward for easy maintenance of the engine and transmission.

Suspension:

Leaf spring with telescopic front and rear shock absorbers with Evid-Gom bump stops to cope with cross-country operation.

Engine:

Renault 817-04 4-cylinder petrol, of 2.6 litres capacity.

Brakes:

Servo-assisted hydraulic disc incorporating a pressure limitation device on the rear wheels.

Gearbox:

Saviem Type 321. Ratios 5.61 to 1, 2.60 to 1, 1.42 to 1, 1 to 1 and 5.08 to 1 in reverse.
2-speed transfer box, 1 to 1 rear wheels driving and 1.58 to 1 in four-wheel-drive. Ratios then 8.86 to 1, 4.11 to 1, 2.24 to 1, 1.58 to 1 and 8.02 to 1 in reverse.

Tyres:

9.00 x 16

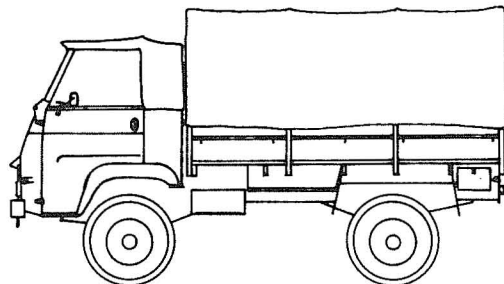
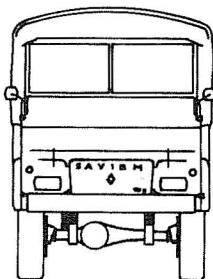
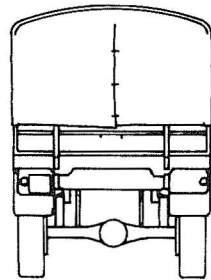
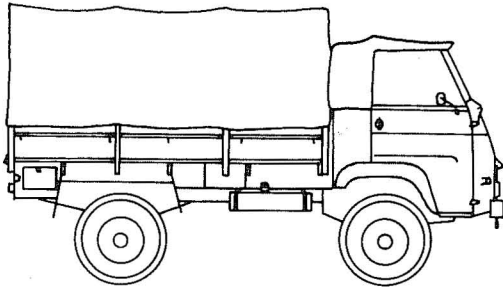
Overall Dimensions:

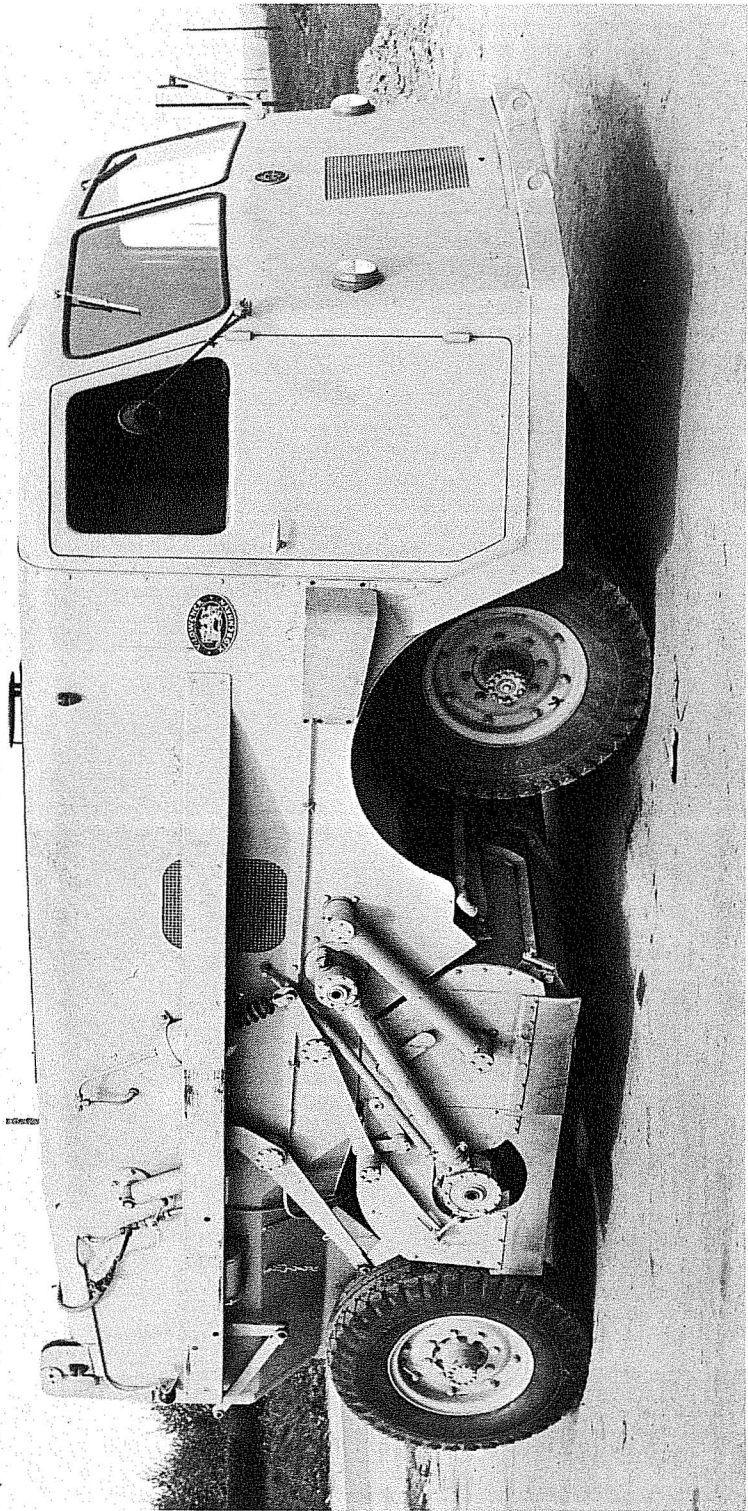
Length: 16' 6"
Width: 6' 8"
Height: 9' 0"

Other Dimensions:

Wheelbase 8' 8"
Track, front and rear 5' 5"

Photograph and data courtesy Renault-Saviem.





ZWICKY 4 x 2 RUNWAY SWEEPER

Developed during the late 1950's this vehicle must surely be the most unusual looking of the 190 so far covered by the Military Vehicle Data series.

This sweeper was designed to carryout sweeping of runways and perimeter tracks of airfields, to be capable of a ten-foot wide uninterrupted sweep, of collecting its sweepings, which could vary from items as small as a coin up to and including a housebrick.

Described as "4 x 2", the tractive power was to the front axle. A separate engine, identical to the traction one, was fitted to drive the sweeping gear, rotary lifting brush and centrifugal fan and water pump. A belt driven pneumatic system from the crankshaft of the travel engine was incorporated to supply compressed air to three reservoirs to raise the brush gear, balance the contact pressure of the sweeping brush in action, to open the main hopper cover, and for inflating the tyres.

Axles:

Front, driving, hypoid gear differential; rear, solid forged steel beam with stub axles.

Steering:

Semi-irreversible worm and sector.

Brakes:

Pneumatic/hydraulic on all wheels; hand, mechanical on rear wheels only.

Tyres:

11.00 x 20 12PR

Overall Dimensions:

Length 17' 3"
Width 11' 2"
Height 7' 6"

All up weight:

7 tons 4½-cwt.

Engines:

Standard 2187 cc low-speed industrial petrol, 4-cylinder overhead valve.
87 mm bore, 92 mm stroke, maximum BHP 35.5 at 2,000 r.p.m.

Clutch:

9-inch diameter single plate.

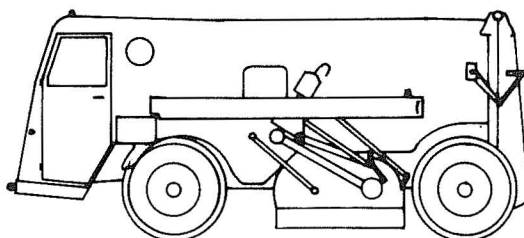
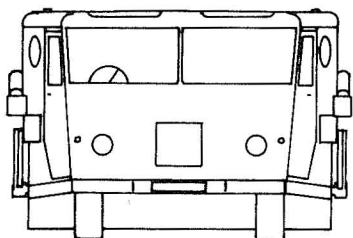
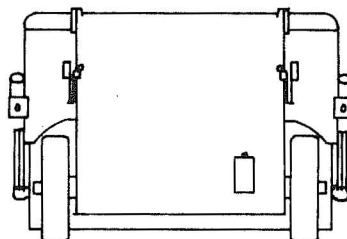
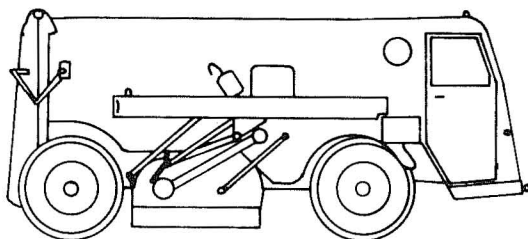
Gearbox:

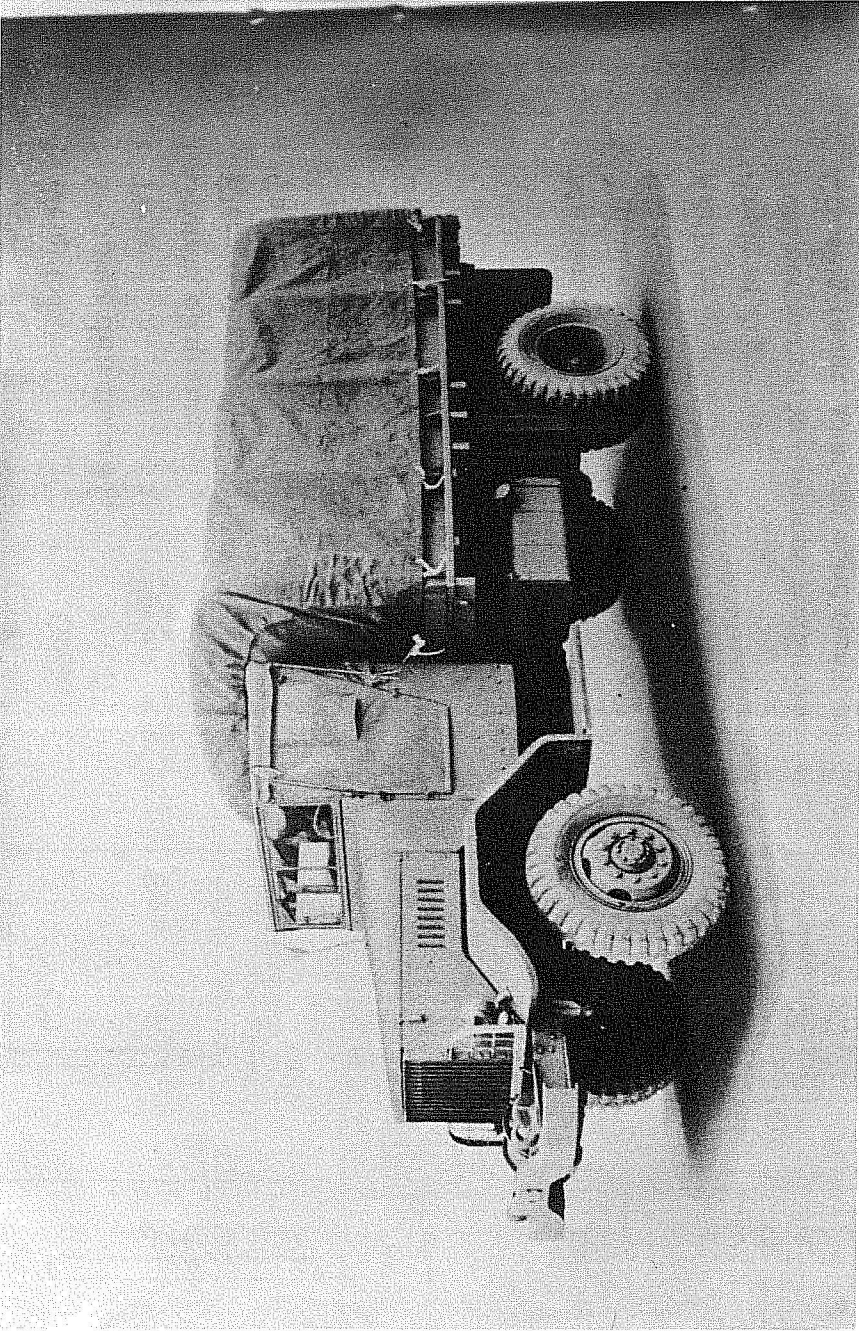
Main, Ford ET6-7000, four forward and one reverse. Transfer box 2 to 1 reduction.

Other Dimensions:

Wheelbase 9' 7"
Track, front 6' 2"
rear 8' 2"
Turning circle 72' 0"

Photograph courtesy The Weir Group (prototype model)





F.W.D. HAR-1 4-ton 4 x 4 CARGO w/WINCH

Whilst British and Commonwealth Armies were mainly transported in 3-tonners, either 4 x 2, 4 x 4 or 6 x 4, the American Forces favoured 2½-ton 6 x 4 and 6 x 6 trucks. One exception to this general rule was the American F.W.D. HAR-1 built between 1942 and 1944. This vehicle was widely used by the majority of the Allied forces, many also saw service in India after the Second World War.

Generally in service as a cargo vehicle, a number were however equipped with Bros Rotary Snow Plough gear for use on airfields.

Suspension:

Semi-elliptic front and rear.

Front Axle:

Fully floating spiral bevel drive, gear ratio 5.285 to 1.

Rear Axle:

As front axle with lockable differential.

Steering:

Left hand drive, cam and lever.

Tyres:

9.00 – 20 (dual rears)

Brakes:

Foot, hydraulic servo assisted on all wheels; hand, mechanical on transmission.

Overall Dimensions:

Length 22' 2"

Width 8' 0"

Height 10' 0"

Engine:

Waukesha 6BZ 6-cylinder petrol, 101.6 mm bore, 108 mm stroke, of 5.243 litres capacity. RAC rating 38.4 horsepower. Maximum BHP 95 at 2,800 r.p.m., governed to 2,800. Maximum torque 2,688 lb/in at 1,200 r.p.m.

Clutch:

Single dry plate.

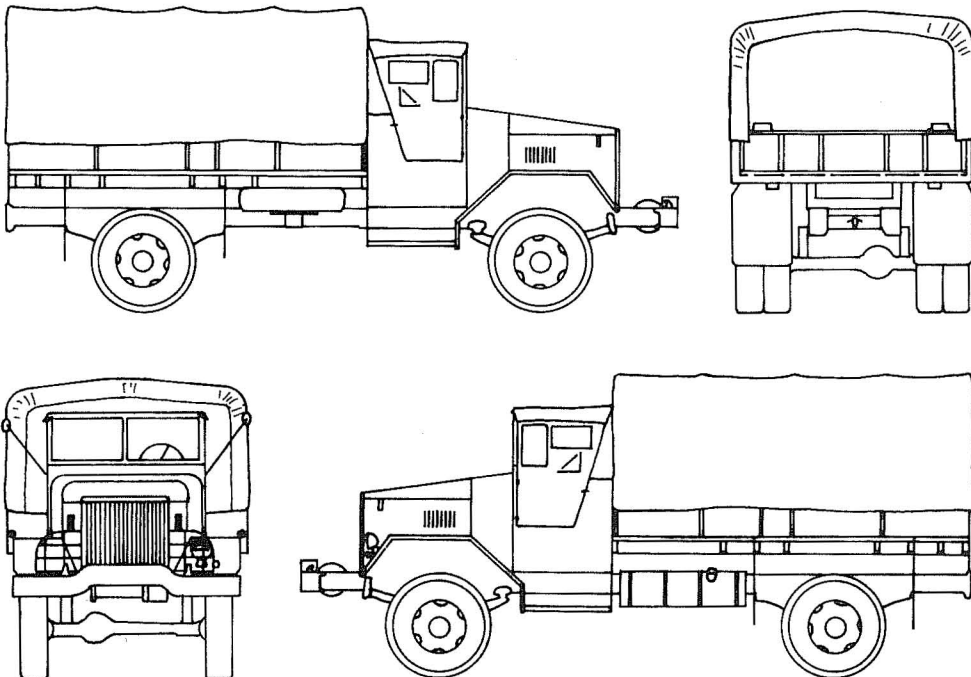
Overall Gear Ratios:

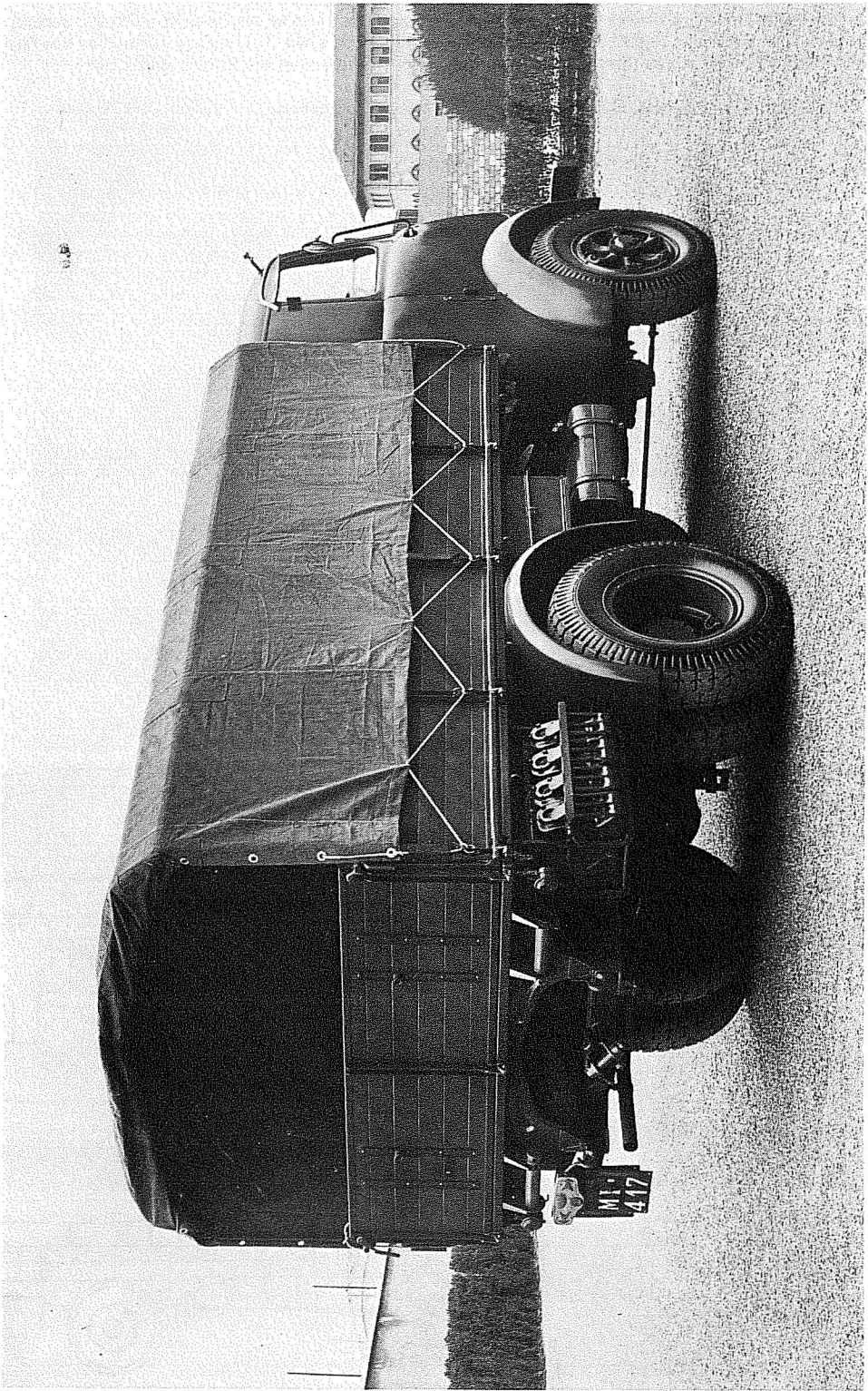
67.64 to 1, 38.64 to 1, 22.63 to 1, 12.44 to 1, 8.98 to 1 and 66.21 to 1 in reverse.

Other Dimensions:

Wheelbase 13' 0"

Turning circle: 38' 6"





ALFA-ROMEO CM450 3½-TON 4x4 CARGO

In Britain the wartime lorries were replaced by a range of trucks using many components of civilian load carriers but with military style bodies. This practice was common throughout NATO countries and Italy was no exception.

Lancia's produced their 6ROM 6-ton 4 x 2 Cargo truck, Fiats a 3½-ton 4 x 2 lorry known as the 639, and Alfa-Romeo the 6-ton 4 x 2 CP48 and 3½ ton four-wheel-drive CM450 shown here. The very distinctive and rounded civilian cab was used without apparent modification. The body had a flat floor, the spare wheel being mounted at the rear nearside corner with provision of four jerrycans on the opposite side.

Produced from 1950 to 1952 some nine-hundred and fifty units were built.

Engine:

Alfa-Romeo 450 4-cylinder diesel, maximum
BHP 90 at 2,000 r.p.m.

Overall Dimensions:

Length: 20' 10"
Width: 7' 2"
Height: 9' 6"

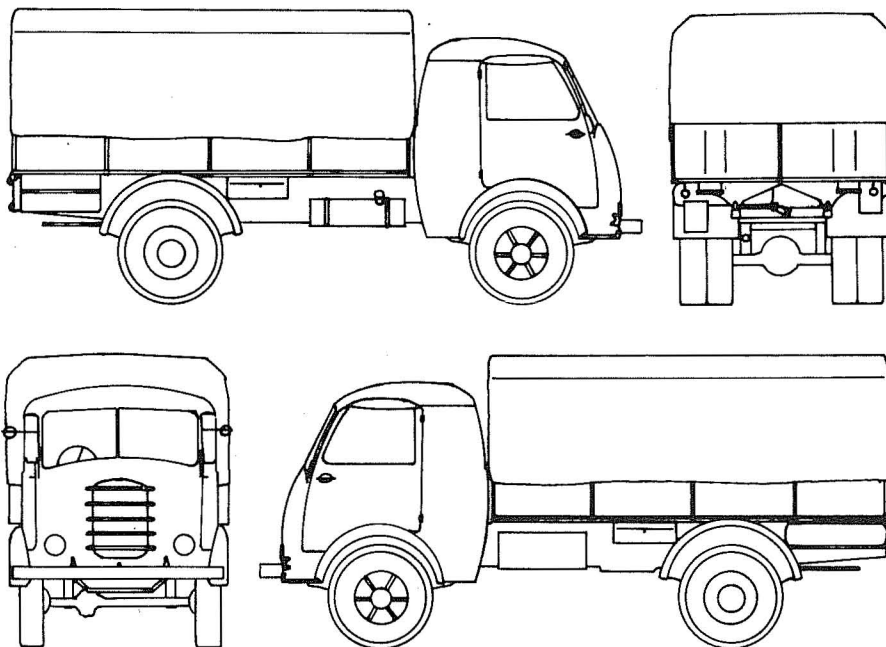
Wheelbase:

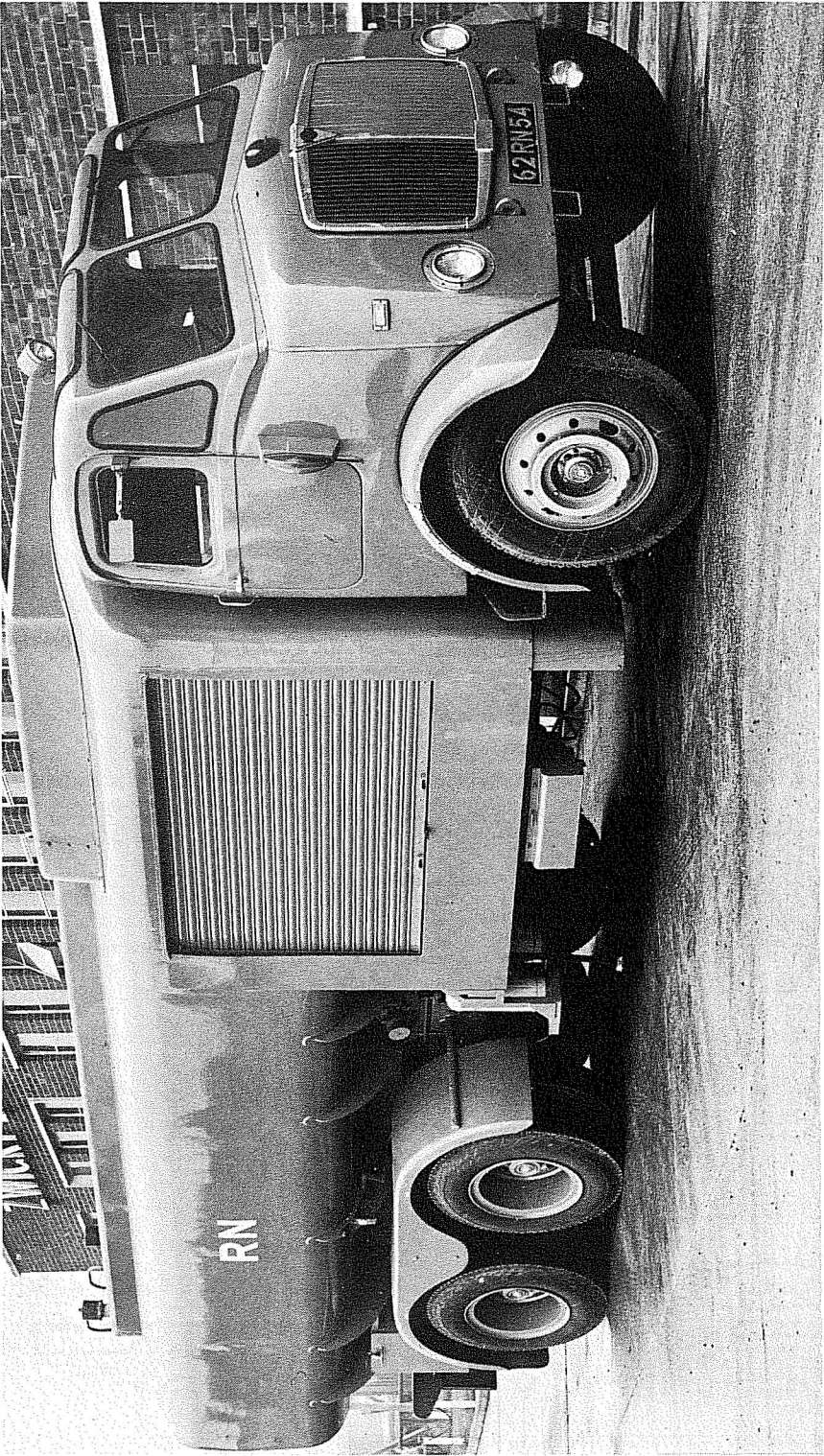
11' 7"

Tyres:

9.00 x 20 Dual rear.

Photograph courtesy Alfa-Romeo, Milan.





A.E.C. MAMMOTH MAJOR MK.3 6 x 4 3,000-GALLON PRESSURE REFUELLER

During the Second World War refuelling of aircraft had centred around two sizes of tanker; the 850 to 950-gallon type using a Bedford QL 3-ton 4 x 4 chassis and the larger, 2,500-gallon type built on an A.E.C. 0854 10-ton 6 x 6 chassis. Postwar tankers were generally larger, the 3,000-gallon A.E.C. Mammoth Major being one of these. These were also to be superseded by the 3,000-gallon AEC TG6RB Mammoth Major and the giant high capacity unit capable of carrying 8,000-gallons; the model covered here was built specifically for the Royal Navy by Zwicky Limited of Slough.

The tank consisted of two compartments which were inter-connected by a common suction pipe and normally used as one tank. The centrifugal pump was driven by a power take-off on the chassis gearbox. Two hose reels were fitted each with one hundred feet of 2-inch bore hose. Pressure refuelling was at the rate of 150-gallons per minute at 50 lbs per square inch through each of the 100ft 2-inch bore hoses.

Chassis:

A.E.C. Mammoth Major Mk.III, 6 x 4,
Type 3672K with Clayton-Dewandre
power-assisted steering.

Engine:

A.E.C. Type A221 of 11.2 litres
capacity.

Overall Dimensions:

Length:	30'	3½"
Width:	8'	0"
Height:	10'	0"

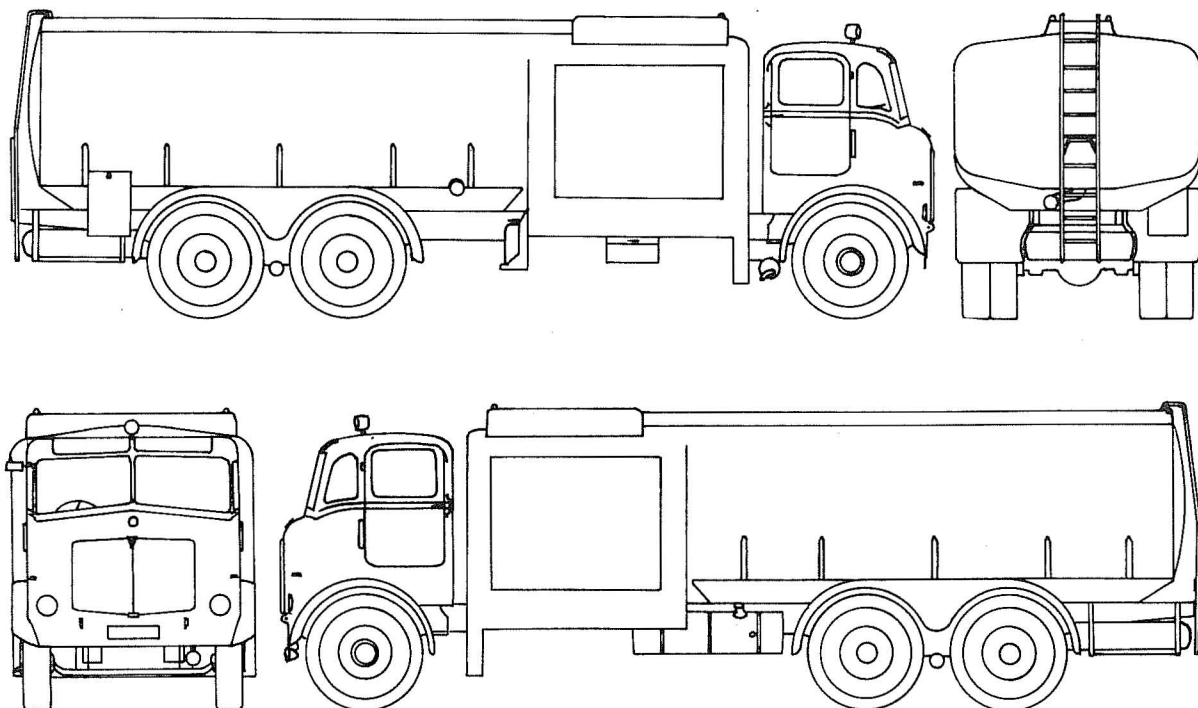
Other dimensions:

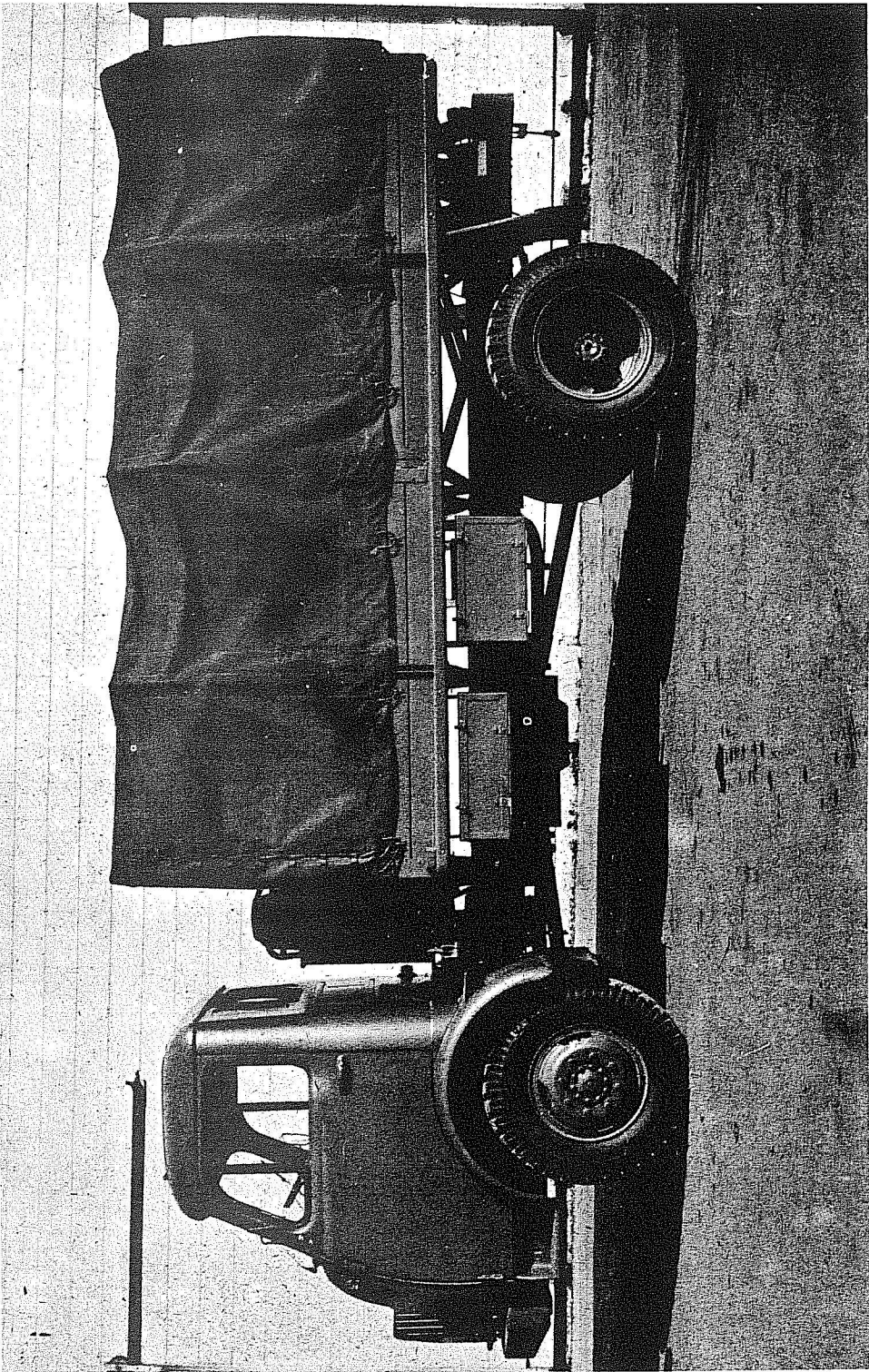
Wheelbase:	18'	9½"
Track, front:	6'	3"
rear:	5'	11½"

Tyres:

10.00 – 20

Photograph courtesy The Weir Group.





STEYR 680M 2½-TON 4 x 4 CARGO

In 1955 the Austrian Federal Army was formed; most of its vehicles were of United States origin and these were subsequently replaced by Austrian-built trucks including the Steyr 680M and 680M3 (6 x 6 version).

In all some seven thousand 680M's were supplied over a period of ten years with a variety of bodies.

Axles:

Front, hypoid, reduction ratio 6.5 to 1
Rear, two-speed bevel gear.

Suspension:

Semi-elliptic

Brakes:

Foot, hydraulic with air assistance on all four wheels. Hand, mechanical on rear wheels.

Tyres:

9.00 — 20 Dual rears.

Winch:

4½ ton, with 315-feet of 0.53-inch cable

Overall Dimensions:

Length: 21' 1"
Width: 7' 10½"
Height: 9' 4"

Engine:

Steyr WD 610.23 6-cylinder diesel
105 mm bore, 115 mm stroke, of
365 cu. in. capacity.

Clutch:

Single dry plate

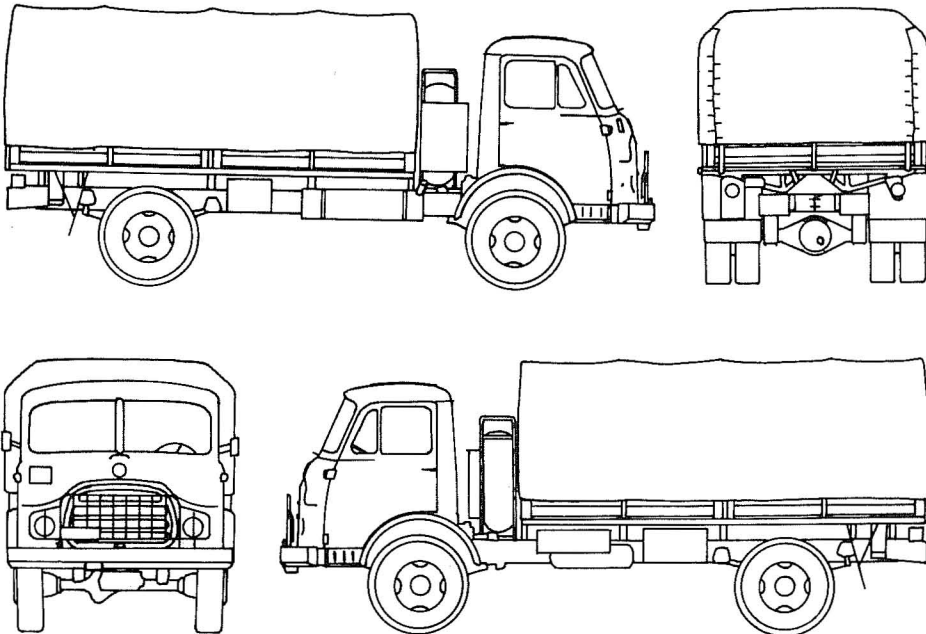
Gearbox:

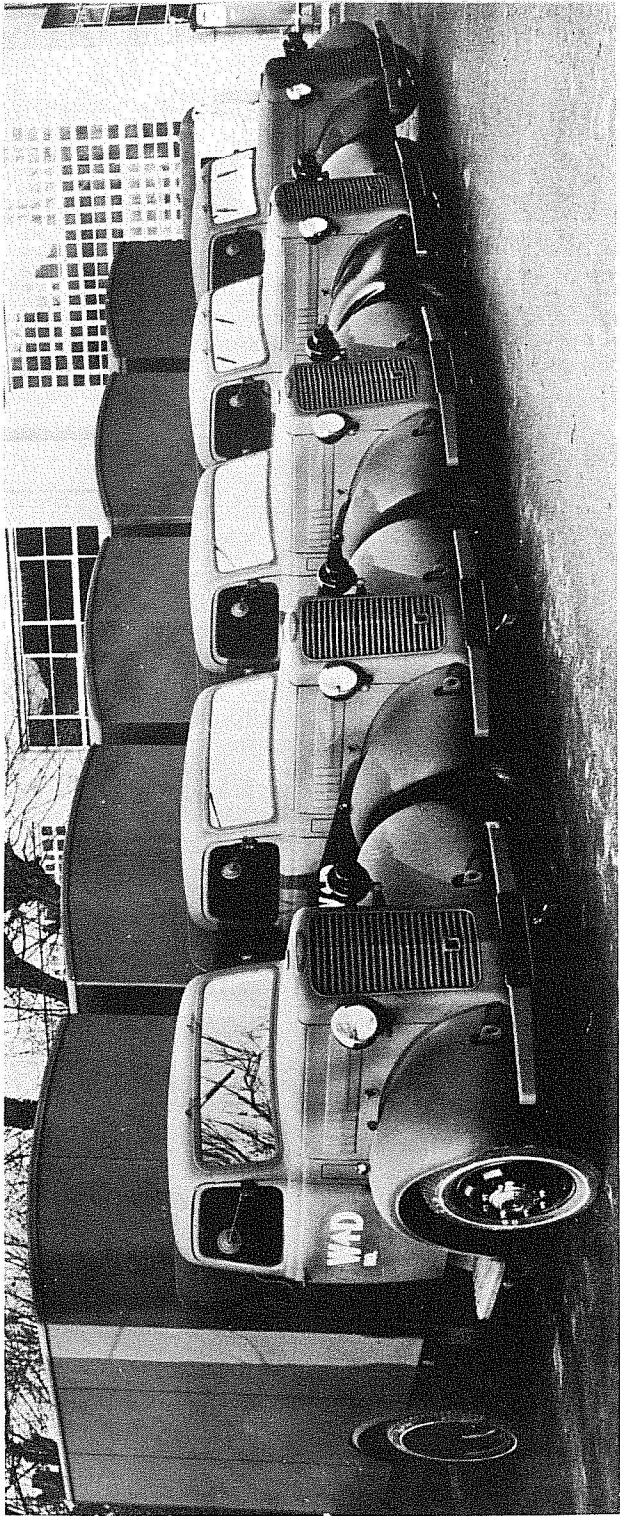
Steyr 5-speed, with high and low ratio transfer case.

Other Dimensions:

Wheelbase	12' 1½"
Track, front	5' 11"
rear	5' 5½"
Ground clearance	11" laden
Turning circle	47' 6"

Photographs courtesy Steyr-Daimler-Puch





COMMER Q2 2-TON 4 x 2 EXPLOSIVES VAN

These vans were supplied to both the armed forces and government departments to transport explosive materials. Two versions were built, the ten-foot wheelbase shown here and also a 12' 9" model.

Various modifications had to be incorporated to comply with regulations governing the carriage of explosives the fitting of a fireproof screen behind the cab, an external fuel shut-off cock and the whole of the exhaust system being arranged in front of the fire-proof screen.

As an additional safety measure the normal Commer Q2 6-cylinder side valve petrol engine was replaced by a Perkins P4 4-cylinder diesel power unit.

Front axle:
Steel stamping

Rear Axle:
Spiral bevel

Brakes, foot:
hydraulic on all wheels, hand,
mechanical on rear wheels only

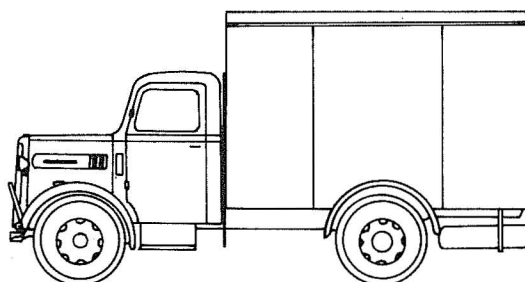
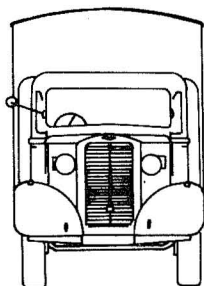
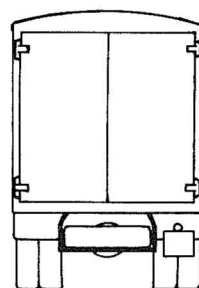
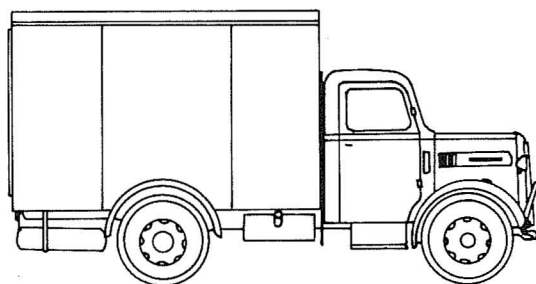
Overall Dimensions:
Length: 17' 6"
Width: 6' 2"
Height: 9' 2"

Engine:
Perkins P4 4-cylinder diesel, 3½"
bore 5" stroke, developing 56
horsepower, 135 lbs/ft torque.

Tyres:
32 x 6, twin rear

Fuel Capacity:
16-gallon tank

Photograph, opposite, courtesy Rootes Group





VOLVO TL22 L2204 1½-TON 6 x 6 PERSONNEL & CARGO w/WINCH

Between 1955 and 1959 about eight hundred and fifty Personnel and Cargo trucks were built by Volvo. Some of these had American-style open cabs, and the layout of the body also varied in some seats were provided along the sides and down the centre, in others four seats, each to accommodate five soldiers were installed in rows across the body. This latter type also had four small windows in the tilt.

A side-mounted drum winch of the worm-gear type was fitted to the off-side of the chassis just behind the driver's cab. Driven by a power-take-off from the gearbox it could run in both directions. Cable guides were provided in the front and rear of the truck making it possible to operate the winch even in directions diagonally inclined from the vehicle.

Front and rear axles:
Hypoid gear

Front axle joints:
Power transmission through Rzeppa joints allowing large steering angles.

Steering:
Left hand drive twin-lever Ross.

Springs:
Front, semi-elliptic; rear, double cantilever.

Rear Axle bogie:
Spring cradle journalled on needle bearings.

Brakes:
Foot, Lockheed hydraulic vacuum-servo
Hand, transmission type on both rear axles.

Tyres:
11.00 – 16

Overall Dimensions:
Length: 20' 0"
Width: 7' 0"
Height: 8' 5"

Engine:
Volvo A6 6-cylinder overhead valve.
92.25 mm bore, 110 mm stroke, of
4.7 litres capacity.

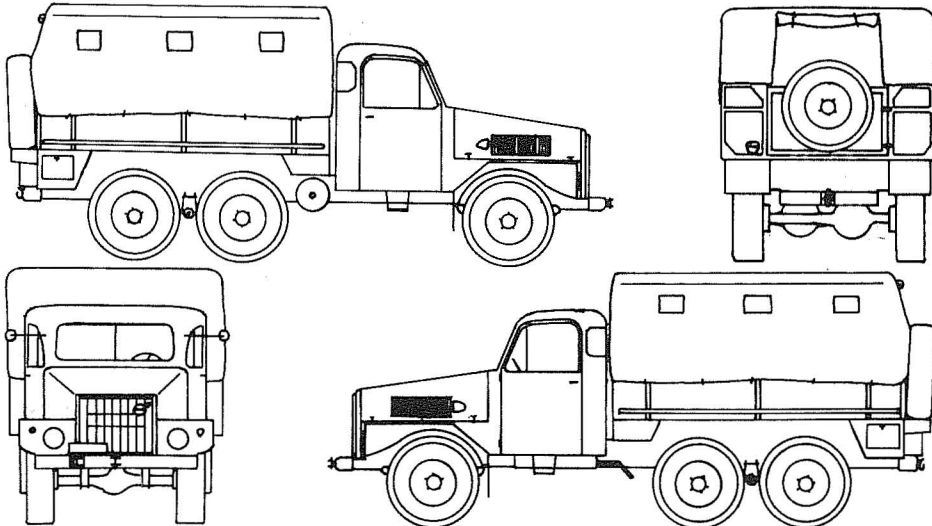
Clutch:
12-inch diameter single dry plate.

Gearbox:
4 forward and 1 reverse:
Ratios, 6.65 to 1, 3.72 to 1, 1.82 to 1,
1 to 1 and 7.98 to 1 in reverse.

Auxiliary gearbox:
2-speed, 1.44 to 1 and direct.

Other Dimensions:
Wheelbase, front wheels to first pair of
rear wheels 8' 8"
Bogie centres 3' 6"

Photograph courtesy AB Volvo Truck Division.





MILITARY VEHICLE DATA

- 1** Ford (F60L) Portee 3-ton (CA); Leyland Hippo G.S. 10-ton (UK); Dodge T 110-L-5 Water Tank 3-ton (CA); Dennis Tipper 3-ton (UK); Guy FBAX Wireless 3-ton (UK); Dodge T 214 Weapons Carrier (US); Chevrolet (C60L) Office 3-ton (CA); Morris CS8 Water 15-cwt (UK); GMC DUKW Amphibian 2½-ton (US).
- 2** Albion 'FT 11' Lorry 3-ton (UK); American 'BRC' 4 x 4 Light Recce Car (US); Bedford 'OYC' Lorry 3-ton X-Ray (UK); Diamond T Lorry 4-ton G.S. (US); Ford 'W0A2' Heavy Utility (UK); Mack 'NR4D' Lorry 10-ton G.S. (UK); Thompson 500-gallon Fuel Tender (UK); Maudsley 'Militant' Lorry 6-ton G.S. (UK); White 'M3A1' Truck 15-cwt Personnel (US).
- 3** Austin 'K6' Lorry 3-ton Transmitter (UK); Bedford 'OY' Lorry 3-ton Water Tank (UK); Chevrolet Truck 1½-ton G.S. w/Winch (US); Foden 'DG/6/10' Lorry 10-ton G.S. (UK); Ford (F602L) Lorry 3-ton Ambulance (CA); Guy 'ANT' Truck 15-cwt G.S. (UK); Standard 12 Light Utility (UK); Thornycroft 'SM/GRN/6/2' 10-ton Cargo (UK); Bedford QLT Lorry 3-ton Troop Carrying (UK).
- 4** Bedford MWD Truck 15-cwt G.S. (UK); Crossley IGL8 3-ton Searchlight (UK); Dodge T 110 Lorry 3-ton Stores (C); Leyland 'Lynx' Lorry 3-ton G.S. (UK); Chevrolet (C60S) Truck 3-ton Dump (C); Thornycroft 'Tartar' Lorry 3-ton (UK); Karrier 'K6' Truck 3-ton G.S. (UK). Ford C11AD Heavy Utility (C); Morris Commercial Truck 15-cwt Wireless (House Type) (UK).
- 5** Adler '3Gd' Car Medium 4 x 2 Kfz 12 (GE); Daimler-Benz 'G5' Car Medium 4 x 4 (GE); Daimler-Benz 'G3a' Truck Light 6 x 4 (GE); Steyr-Daimler-Puch '1500 A' Truck Light 4 x 4 (GE); Daimler-Benz 'L3000 S' Truck Medium 4 x 2 (GE); Adam Opel 'Blitz 3t' 3,6-6700 A Truck Medium 4 x 4 (GE); Faun 'ZR' Tractor wheeled heavy 4 x 2 (GE).
- 6** Chevrolet Truck 1½-ton 4 x 4 Telephone Maintenance (US); Leyland 'Hippo' 10-ton 6 x 4 Printing (UK); Ford 'WOT 6' Lorry 3-ton 4 x 4 G.S. (UK); Morris 'CDF' Lorry 30-cwt. 6 x 4 G.S. (UK); Standard 14 4 x 2 Light Ambulance (UK); Bedford 'RL' Lorry 3-ton 4 x 4 G.S. Cargo (UK); Chevrolet (C30) Truck 30-cwt 4 x 4 Slave Battery (CA); Humber 4 x 4 Heavy Utility (UK); Morris Truck 8-cwt 4 x 2 F.F.W. (UK).
- 7** Bedford QL Portee & Fire (UK); Albion BY1 General Service (UK); A.E.C. 0854 Refueler (UK) Ford F60L; Armoured Lorry (CA); Dennis Max Mk. 1 General Service (UK); Morris CS8 Office (UK); Dodge T 215 Pick-up (US); Austin K3 General Service (UK); Ford WOT2H Office (UK).
- 8** Austin K5 3-ton General Service (UK); Diamond T 981 12-ton M.20 (UK); Dodge T 222 D 15 15-cwt General Service (CA); Leyland 'Retriever' 3-ton Stores (UK); Albion FT15N Tractor Field Artillery (UK); Ford FT15 15-cwt General Service (CA); Dodge Ambulance T 214 ½-ton (UK); Ford WOT2H 15-cwt Light Warning (UK); Thornycroft 'Nubian' TF/AC4/1 3-ton General Service (UK).
- 9** Chevrolet C60L Lorry 3-ton 4 x 4 Mobile Canteen (CA); Ford WDT8 Truck 30-cwt 4 x 4 General Service (UK); Crossley IGL8 Lorry 3-ton 6 x 4 Derrick (UK); Bedford OY Lorry 3-ton 4 x 2 Stores RASC Type (UK); Mack LM SW 23 Tractor 5-ton 6 x 4 Heavy Breakdown (USA); Thornycroft WOF/DC4/2 Lorry 3-ton 6 x 4 General Service (UK); Austin K6 Lorry 3-ton 6 x 4 20 KVA Power Equipment (UK); Ford F6DL Truck 3-ton 4 x 4 General Service (UK); Foden DG6/12 Lorry 10-ton 6 x 4 Printing (UK).
- 10** Auto-Union/Horch '830' Car, Medium 4 x 2 Bussing-Nag 4500A Heavy Cargo Truck 4 x 4 Faun Type L.900 D567 Heavy Truck 6 x 4 Maffei Type MSZ 201 Prime Mover Zuendapp KS750 Motorcycle Heavy with Sidecar 3 x 2 Phenomen 'Granit 1500' 1½-ton Steyr-Daimler-Puch 640 Light Truck 6 x 4 Volkswagen, type 82 Car, Light 4 x 2 Volkswagen, type 128 Car, Light 4 x 4 Amphibious.
- 11** General Motors C15TA 15-cwt 4 x 4 Armoured Truck (CA); Bedford QLB 3-ton 4 x 4 Tractor L.A.A. (Bofors) (UK); Ford WOT3 30-cwt 4 x 2 General Service (UK); Chevrolet C60S 3-ton 4 x 4 Derrick (CA); Morris C8 15-cwt 4 x 4 General Service (UK); Ford (B) E2 3-ton 4 x 4 Binned (UK); Commer Q4 3-ton 4 x 2 General Service (UK); Karrier 'Bantam' 2-ton 4 x 2 Freighter (UK); Ford WOT6 3-ton 4 x 4 Breakdown 24 kw (UK).
- 12** Albion BY1/3-ton 6 x 4 Pontoon Carrier (UK); Austin K6 3-ton 6 x 4 Mobile Laboratory (UK); Bedford MWR 15-cwt 4 x 2 Fitted for Wireless (UK); Chevrolet C8A Heavy Utility 4 x 4 Ambulance (CA); Dennis AM 30/40 cwt 4 x 2 General Service (UK); GMC AFKX352 1½/3 ton 4 x 4 Ordnance Maintenance (US); Mack N08D 7½-ton 6 x 6 Prime Mover (US); Morris 10hp 4 x 2 Light Utility (L.K.); Thornycroft ZS/TC4 3-ton 4 x 2 Searchlight (UK).
- 13** Chevrolet C60L 3-ton 4 x 4 Petrol 800-gallons (CA); Commer Q2 30-cwt 4 x 2 General Service (UK); Dodge WK60 3-ton 6 x 4 Breakdown Gantry (USA); Ford FC60L 3-ton 4 x 2 General Service (CA); Bedford QLR 3-ton 4 x 4 Wireless (House Type) (UK); Ford F60L 3-ton 4 x 4 Ambulance 4-stretcher (CA); Morris CS8 15-cwt 4 x 2 Air Compressor (UK); Ford WOT2H 15-cwt 4 x 2 Machinery KL (UK); Thornycroft WZ/TC4 3-ton 4 x 2 General Service (UK).
- 14** Albion CX23N 10-ton 6 x 4 General Service (UK); Chevrolet 1½-ton 4 x 4 Dump w/Winch (US); Bedford OXD 30-cwt 4 x 2 General Service (UK); Ford (B) E4 3-ton 4 x 4 Tractor L.A.A. (UK); Chevrolet C60L 3-ton 4 x 4 GS Body Conversion (CA); Humber 'Snipe' 4 x 2 Tourer (UK); Dodge T203 30-cwt 4 x 4 General Service (US); Leyland 'Retriever' 3-ton 6 x 4 Machinery (House Type) (UK); Studebaker US6 2½-ton 6 x 6 Cargo (US).
- 15** A.E.C. 0853 4 x 4 Armoured Ammunition Carrier (UK); Austin K6 3-ton 6 x 4 General Service (UK); Hillman 10hp, 4 x 2 Light Utility (UK); Bedford QLD 3-ton 4 x 4 General Service (UK); Chevrolet C15A 15-cwt 4 x 4 Generator 9kw (Canada); Commer Q15 15-cwt 4 x 2 General Service (UK); Dodge VK62B 3-ton 4 x 2 Aircrew Coach (US); Guy FBAX 3-ton 6 x 4 Searchlight (UK); Ford F15 15-cwt 4 x 2 General Service Cab 11 (Canada).
- 16** Albion CX6N 10-ton 6 x 4, General Service (UK); Austin K2 4 x 2 Heavy Ambulance (UK); Bedford MWC 15-cwt 4 x 2 Water Tank 200 gallons (UK); Commer Q4 3-ton 4 x 4 GS Cargo (UK); General Motors C60X 3-ton 6 x 6 House Type (Canada); Humber 4 x 2 Reconnaissance Car Mk 1 (UK); Landrover ½-ton 4 x 4, GS Lightweight (UK); Morris CS8 15-cwt 4 x 2 Fire Tender (UK); Scammell R 100/2 20-ton 6 x 4 Tractor GS (UK).
- 17** Austin K30 30-cwt 4 x 2 General Service (UK); Fordson ET6 Thames 4 x 2 Cargo (UK); A.E.C. Mercury 4 x 2 10-ton Dual Purpose Fueller (UK); Ford FB 8-cwt 4 x 2 Personnel (Canada); Albion FT103N 3-ton 6 x 4 Machinery (UK); Morris CD/SW 6 x 4 Tractor L.A.A. Bofors (UK); Mack NM5 6-ton 6 x 6 Heavy Artillery Tractor (US); Commer Q2 15-cwt 4 x 2 Van (UK); Scammell R100 Pioneer 6 x 4 Heavy Gun Tractor (UK).
- 18** Bedford OY 3-ton 4 x 2 Laboratory (UK); AEC 0853 Matador 5-ton 4 x 4 Flat Platform (UK); Fiat 6605N TM69 6 x 6 Artillery Tractor (ITALY); Morris C8/MG 4 x 4 A.T. Portee (UK); Ford F602L 3-ton 4 x 2 Petrol 800 gallons (CANADA); Simca-Unic F594WML 3-ton 4 x 4 Cargo (FRANCE); Landrover 80" wb ½-ton 4 x 4 Cargo (UK); Chevrolet C60L 3-ton 4 x 4 Stores (CANADA); Karrier CKE 3-ton 6 x 4 General Service (UK).
- 19** Albion WD66 5-ton 6 x 6 GS Cargo (UK); DAF YA126 1-ton 4 x 4 Weapons Carrier (HOLLAND); Bedford QLR 3-ton 4 x 4 Wireless J145 (UK); Ford WOT1 3-ton 6 x 4 VHF Transmitter (UK); ERF C14 6-ton 4 x 2 General Service (UK); Humber FWD 4 x 4 BBC Recording Van Type C (UK); Ford FGT 4 x 4 Field Artillery Tractor (FAT4) (CANADA); Commer Q4 3-ton 4 x 4 Fixed Container Workshop (UK); Foden GE6/22 10-ton 6 x 4 GS Cargo (UK).

As many as nine vehicles may be covered in each issue by way of 1.76 scale front and sideview sketches, and brief historical details, full technical specification and photographic coverage of each vehicle. 9 x 6½. 20 pages.